NAC

airline review

YOUR PERSONAL COPY — WITH THE COMPLIMENTS OF NAC

QANTAS
announces
Jetaround
HOLIDAYS

Low price inclusive tours to S.E.Asia

BALI 10 DAYS $406.10*	SINGAPORE 8 DAYS $439.90*
SINGAPORE BALI 11 DAYS $499.90*	SINGAPORE KUALA LUMPUR 12 DAYS $499.90*
SINGAPORE BANGKOK 13 DAYS $569.90*	SINGAPORE KUALA LUMPUR PENANG 15 DAYS $569.90*
SINGAPORE-HONG KONG 13 DAYS $656.50*	

*Based on minimum of 10 passengers per tour using economy class air fares.
Departures from Wellington or Christchurch, add one day to each holiday for Sydney stopover and $11 extra.

Qantas Jetaround Holidays are your chance to see South East Asia at prices never before possible. And more! Each Jetaround Holiday includes share twin accommodation in leading fully air-conditioned hotels, all transfer porterage and service charges, sightseeing tours New Zealand breakfasts – the lot.

See Qantas or your Qantas Travel Agent, the expert with the 'Q' sign in the window.
(All fares subject to Government approval.)

In association with Singapore Airlines.

Qantas Airways,
P.O. Box 59, Auckland. P.O. Box 2844, Wellington. P.O. Box 822, Christchurch.
Please send me full details on the new Qantas Jetaway Holidays.

Name .....

Address .....

.....

My Travel Agent is.....

2346

COMPLIMENTARY ISSUE you may take it with you

NAC

airline review

NUMBER 64, 1973

A quarterly magazine issued by
the Public Relations Office,
New Zealand National Airways Corporation,
P.O. Box 96, Wellington, New Zealand.

Produced and Printed in New Zealand by NAC.

MEMBER

IATA

QUALITY IN AIR TRANSPORT

IN THIS ISSUE

3 The sky's the limit in this job
5 Akaroa . . . a little France in an English colonial setting
9 The Kiwi potter
13 Safe Air . . . a profile
16 New Zealand's varied national carpet of cover
21 The enchanted island

On our front cover

NAC hostess, Barbara Bennett, is one of the 180 young women who comprise the airline's hostess corps.

Photo Credits

Redfern Greenberg and Associates
NAC photo library
National Publicity Studios
C. H. Parks
Photo News 1969 Ltd.
Peter Cooper Studio
Doreen Blumhardt
Arthur Feslier

Layout and design Gordon Douglas

The sky's the limit in this job

What makes a successful air hostess? Why are some girls selected and others not?

When NAC seeks recruits for its hostess corps (which normally numbers about 170 young women) its Head Office interview panel talks to some 400 applicants. From these, if the standard is high, less than 60 are chosen for training; from this number, between intake and graduation, about four will drop out for various reasons, some personal, others because they quickly learn that the job is not for them.

The low rate of non-completion attests to the skills and experience of selectors who are adept in evaluating the sometimes intangible qualities which persuade them to put one girl on the short list and to tell another that she is more suited for other work.

"We know what we want within certain measurable specifications—height, eyesight, weight and so on," says NAC's Chief Hostess, Natalie Coe, "but the problem is to describe our assessment of a girl's other attributes—or lack of them. Appearance is important, of course; but it is not by any means the major criterion which will cause us to accept Miss A instead of Miss B. The selection process is much more complex than that."

The in-depth interviews which occur at NAC's Head Office—after the girls have been through a preliminary screening at the airline's branches—bring out many of the qualities which are broadly covered by the word *personality.* The inflections in a girl's voice, for example; her reaction to questions which are suddenly difficult and seemingly irrelevant ("Who, in your

opinion, is the best-known woman in New Zealand?"); the way she looks at the questioners—or fails to do so; her explanation of why she wants to be a hostess, and a hundred and one other visible, audible and, somehow, recognisable ingredients which make her the unique person she is.

In-depth it may be, but the interview which the applicant experiences takes no more than 30 minutes. The brevity is deliberate because as Natalie Coe says, "NAC is a short haul airline with a flight duration of an average of not more than 30 minutes. We consciously expect the girl to make her impression upon us in this time. If she has not done so in half-an-hour she will certainly not make any impact upon our passengers. If she has not 'come through' in that time with us in what, after all, is for her a stress situation, she will not shape up satisfactorily in the environment of the aircraft cabin."

As Natalie Coe says: "Every appilcant is different, each with her own affections and dispositions. She knows what she likes and what she dislikes, what gives her a sense of being 'with it' and what makes her 'up-tight'. Our purpose is to probe about so that we can ensure that when she is on the job in the air, or on the ground at an airport, she will be able to cope immediately, efficiently and safely with whatever crisis the day might bring. Thats her real task; she is not primarily a dispenser of refreshments: she is trained, effective employee who must react with unquestioned skill to an instant situation."

Certainly, during the interview, the questioners weigh the applicant's eye-appeal, her deportment, her grooming and the other visual attributes; but they do so only as these characteristics of appearance mirror the more hidden qualities: maturity, discipline, confidence, sense of responsibility, alertness and intelligence. "These things—and things is *not* the

These days there is little glamour in air hostessing. It is a demanding job which interferes with a placid social life. Its rosters mean work whilst most people are on holidays and standing by "on call". But the pay is good, the numbers of days off are better than in most work, annual leave is generous. It is a fine posting for people who like people.

Despite its demands, a hostessing career is well within the scope of many young New Zealand women (of all races) who have the initiative to apply. The job literally lifts them out of the ordinary way of life, introduces a new interesting world and has immense appeal to most girls even those who initially—and incorrectly—believe they lack the potential.

right word—these things reveal the real girl," says Miss Coe, "and often we find them very strongly in an applicant who couldn't possibly win the preliminary rounds of the local Miss Shopping Centre contest."

Miss Coe emphasises that attractiveness is more than fine features and a svelte figure. "Our passengers react to a hostess who displays her tact and understanding, offers her sympathy when it is needed, shows her sense of humour and, above all, who demonstrates her absolute confidence in her work."

Many of the most successful hostesses have emerged with abilities which they failed to recognise within themselves. Personality development, grooming, maturity, increased responsibility, qualities of leadership are some of the attributes which hostessing stimulates. And, of course, the fulfilment of the desire to travel both in New Zealand and abroad is in itself a sufficient incentive to persuade young women to take that first step towards a job in which the sky is the limit.

A.G.F.

Philip Liner writes about a New Zealand destination of special historic attraction. About 50 easy miles from Christchurch it makes an ideal excursion for visitors using NAC's Fly-Drive who make their way along Banks Peninsula to . . .

AKAROA a little France in an English Colonial setting

TOP: This cannon is reputed to be the shore cannon of the H.M.S. Britomart
ABOVE: Sign post showing French influence in Akaroa.
BELOW: One of the many old houses in Akaroa, on Rue Jolie.

It is generally agreed that New Zealand is one of the most English of any part of the Commonwealth outside the United Kingdom. But it might so easily have been French. The story goes back 200 years to when Captain Cook was assuring New Zealand's attachment to England. The history books, however, record the landing of another explorer at about the same time—one Jean Francois Marie de Surville. He had journeyed from France in 1769, at a time when the Seven Years War had destroyed the French Empire in India, and when the French India Company was so near bankruptcy that they asked the King of France—unsuccessfully, as it happened—for a little something on account.

When the company went out of business many of the men who had served on its ships, trading with the East, joined the French navy. De Surville, however, who was one such sea-dog, took a more adventurous view and decided to go into business on his own. He had a new ship built and he called her the St Jean Baptiste, a three masted vessel of 650 tons and armed with 36 guns. She was an expensive ship to provision and the voyage is thought to have cost about 10 times that of James Cook's $10,000 Endeavour venture. On today's costings about $1,000,000 would have been needed to get the St Jean Baptiste on her way.

In spite of the expense the crew did not survive as well as Captain Cook's men. Scurvy was the scourge of sailors at that time, and de Surville's men contracted it, with many of them dying on the voyage to New Zealand. When they sighted land on December 12, 1769, many were too weak to make the rail for a look at that long-awaited landfall. And so they sailed into what we now call Doubtless Bay, a wide inlet, north-east of Auckland in New Zealand's far north.

Near Miss

Captain Cook, it will be remembered, landed in New Zealand in October of 1769 and so at one point of the journeys, the two ships, Cook's and de Surville's,

ABOVE: This house on Rue Jolie was built in 1872.

TOP RIGHT: Eteveneaux House, an original French house and museum.

RIGHT: Beach at Akaroa.

must have missed seeing each other by only the odd day or two. Because Cook had not then been to Doubtless Bay, the Maoris de Surville encountered were not able to tell him of the presence of another ship in those waters.

After only a few days in harbour, de Surville sailed for South America, where he was lost at sea. But the conjecture remains even today, as to what might have been New Zealand's position had Jean Francois Marie de Surville stayed and claimed this land for France.

That was not the end of the "almost French" story, because if we follow the calendar forward to the 1830's we find that once again the French were active in this south Pacific region.

There is a village on the east coast of New Zealand's south island with the name Akaroa. The name is Kiwi enough, but its history has more than just a touch of French about it. Akaroa is still a little France in New Zealand, and it owes this continental origin to a whaling captain who bought the settlement, 30,000 acres in all, from the Maoris in 1838.

Another Near Miss

The first French settlers sailed for New Zealand early in 1840, and after a stormy voyage, their ship the Compte de Paris, arrived in these southern waters, only to be driven away from the entrance to Akaroa harbour by strong winds. They eventually landed on August 9. The date is significant, because it was just *one day* before a British warship sailed into Akaroa harbour. The British, a party of magistrates, deputed to hoist the British flag and to hold courts, went ashore on August 10.

A French warship reached Akaroa flve days later, only to find, that British rule had been established and British sovereignty being effectively exercised by the resident British officials. The political position was a little vague and confused, but it was sorted out eventually by the two governments—resolving itself in Britain's favour.

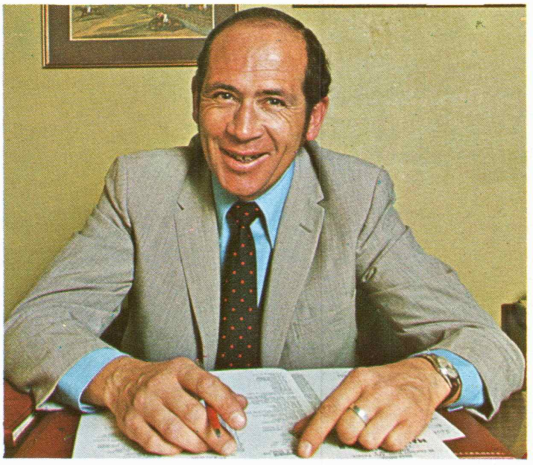
Again the conjecture creeps into our tale. How different would have been New Zealand's position had the ball bounced the other way, or had the French warship and settlers arrived a few short weeks earlier, before Captain Hobson on behalf of Queen Victoria, had signed the Treaty of Waitangi, under which the Maori people acknowledged the British throne.

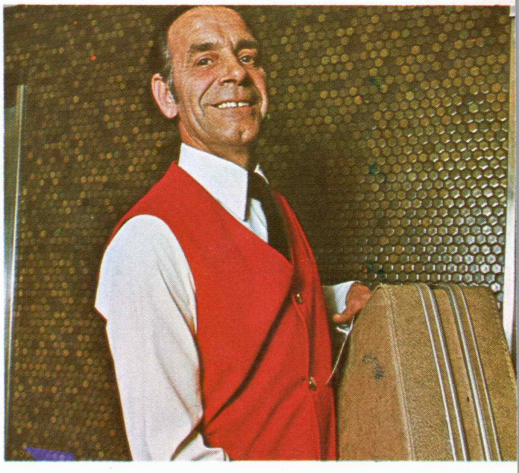
French Air

Despite that outcome, there is still an air of France about the settlement of Akaroa even though it is only 52 miles away from this country's most English city of Christchurch. The township nestles on the shores of a natural harbour where the warmer air helps to boost this continental feeling and atmosphere. Here are trees and flowers and shrubs from a clime a little more tropical than nearby Christchurch enjoys.

Why here it is said, even the old wooden houses creak in French. And the street names are still up on the walls in French. Names like *Rue Jolie* and *Rue La Croix*. The museum is signposted *Musee,* and the local garage and service station calls itself *La Station Service* and it does not sell petrol, it sells *L'essence.* Even the notice on the wall thanking you for your custom adds *"Merci",* for good French measure.

All this adds to the atmosphere of the township, but just to get it all into perspective, and as if to prove the point that the British did, after all, win the race for Akaroa, on the lovely seafront there is an electric sign advertising "Fish and Chips".





TraveLodge is more than fine accommodation. TraveLodge is people.

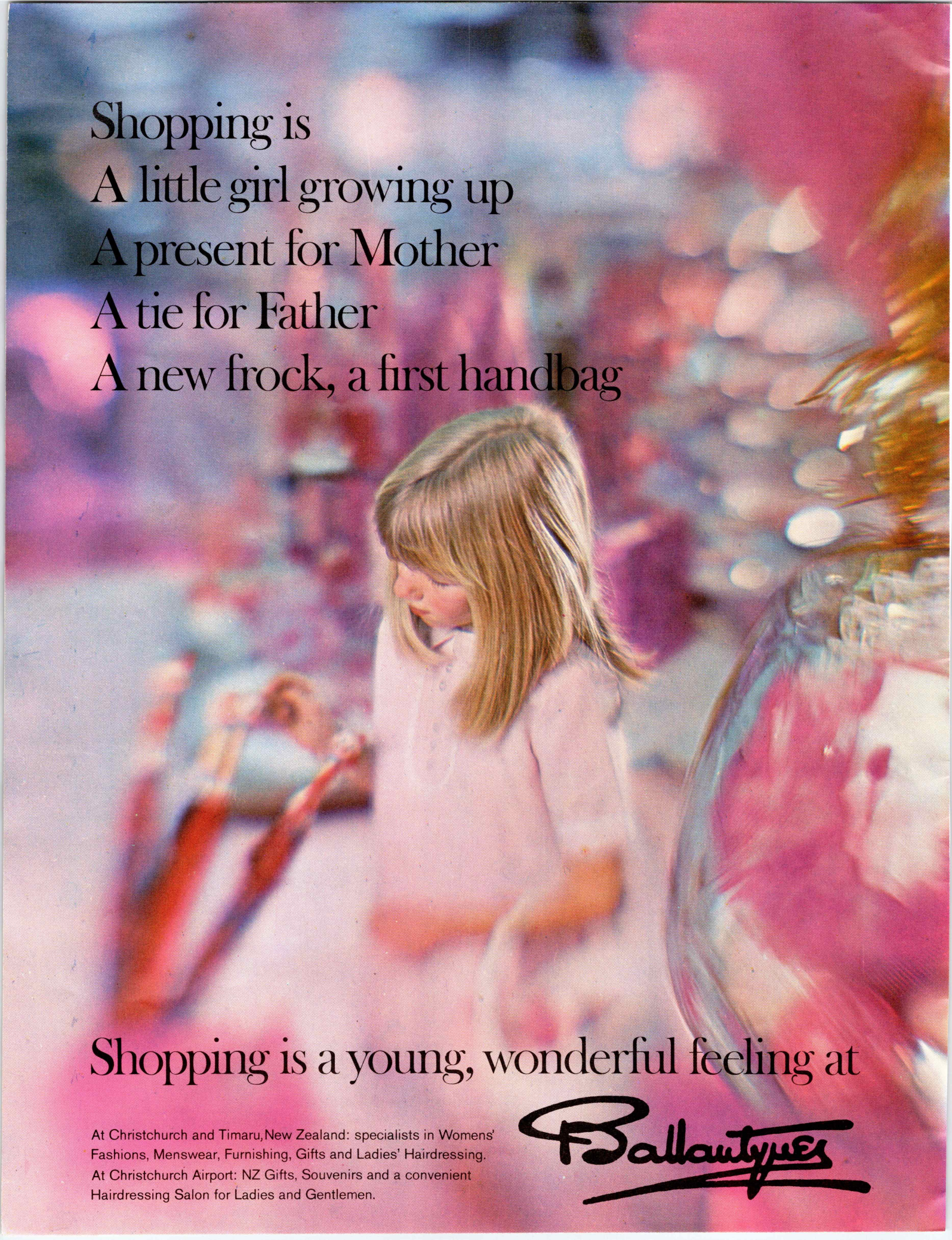
People who love their work. And enjoy making you welcome at whichever TraveLodge you stay – in New Zealand, Australia, Fiji, or New Guinea. Friendly TraveLodges are conveniently located close to the things you want to do. Service and facilities are first class wherever you go.

Next time you're going to stay someplace . . make it at TraveLodge. Our people will look after you.

TRAVELODGE®

For reservations at any TraveLodge call:

AUCKLAND **378-224**, *Telex 2538, CHRISTCHURCH 583-139, Telex 4258, WELLINGTON 57-799, NAPIER 53-237, SYDNEY 310-601 MELBOURNE 3871233, BRISBANE 915101, ADELAIDE* **236194**, *PERTH 238811, CANBERRA (ACT) 491424, HOBART 342-911*


Shopping is
A little girl growing up
A present for Mother
A tie for Father
A new frock, a first handbag
Shopping is a young, wonderful feeling at
Ballantynes
At Christchurch and Timaru, New Zealand: specialists in Womens' Fashions, Menswear, Furnishing, Gifts and Ladies' Hairdressing.
At Christchurch Airport: NZ Gifts, Souvenirs and a convenient Hairdressing Salon for Ladies and Gentlemen.

THE KIWI POTTER

by Doreen Blumhardt

Visitors to New Zealand, looking for souvenirs with a special New Zealand flavour have often been disappointed. It is not always easy to find the craftsman or the craft shop if time is short. The selling of New Zealand handmade pottery, woven garments, leather goods, or printed fabrics has not yet found a market place in our country to compare with the many excellent outlets the visitor finds in so many other lands overseas.

Not so many years ago it was difficult to buy any locally made craft objects at all in New Zealand other than poorly designed (though sometimes well-made) paua shell jewellery, Maori dolls, and a few other odds and ends. However, in the past 10 years or so as skills have developed, shops which sell indigenous craft articles have spread over the country like a rash. Some have started and stayed while others have had only a short-lived existence, mainly due to the difficulties in obtaining stocks from the craftsmen. With the phenomenal growth of pottery-making in New Zealand these shops have been able to maintain stocks at a high standard. Most shop owners buy in their stocks direct from the craftsmen, and are careful to select not only the highest quality pieces, but also those for which there is most demand. Some potters have grouped together and started shops of their own, while others in strategic positions sell directly from their studios.

Unless you are well informed it is often difficult to locate these shops, as unlike Mary's Alley in Seoul, or Timland in Bangkok, we do not have clusters of traders located in specific geographic areas, nor do we have a bazaar as one finds in the centre of Istanbul or Isfahan, or the Souk in Damascus. In these places the craftsmen are all busily working at spinning and dyeing wool, weaving carpets, painting miniatures, block printing fabrics, beating and decorating metal objects, making tools and a host of other things.

Doreen Blumhardt is a distinguished New Zealand potter, with extensive experience abroad. Her work is shown in many permanent collections in New Zealand and overseas.

Miss Blumhardt is shown above at work in her studio.

Clearly marked by an outside banner, visitors can easily find their way to the interior where hanging pots, glass lanterns and fabrics give the place the inviting look of a small bazaar.

Wellington

This kind of direct confrontation of craftsman and buyer could be developed much more in New Zealand. In Wellington the Victoria Market has taken a step in this direction. Victoria Market is a haven for young people who are beginner craftsmen and need a place to sell their wares.

The new Wellington Settlement, a village complex consisting of a craft market, coffee house, music centre, exhibition gallery, fashion boutiques, bookshop and a few special kiosks will provide the capital with a fine craft centre. The pottery market and workshop is in the rear of the building extending into a garden in which the kiln is housed. Seats and tables are provided for visitors to observe the potter in action, see the processes of decorating and glazing, and where people can see the kiln being loaded and unloaded while they enjoy their refreshments.

Covered Box by the author.

In and around Wellington may be found a number of craft shops such as Antipodes and Media, and on a pleasant outing a little further afield, around one of the most spectacular harbour foreshores in the world, in a tastefully designed modern building in Day's Bay may be found a wide selection of New Zealand made handicrafts. Others are north of the city in Reikorangi and Pauatahanui.

Visits to potters in their studios in the Wellington area are most rewarding especially as a number of potters in New Zealand, by the nature of their work, are closely

attached to the soil. Potters are fortunate in that they can live almost anywhere, and many have chosen the country because of the abundance of space, and where they not only create a sympathetic living and working environment, but also enjoy conserving and replanting the landscape.

North of Capital

One of several who have chosen to do this work is Mirek Smisek at Te Horo near Levin. From the main road the pottery is easily recognised by the eyecatching, twin beehive kilns, their domes topped with finials of glazed clay giving a unique Byzantine look to the structures.

The chimney, common to both kilns, is finished with four pottery turrets and stands majestically above the roof of the kiln shelter. The siting of these kilns carefully related to the living and working complex, demonstrates Mirek Smisek's real craftsman-like attitude to his work.

With concentrated planting of native trees, the Smisek's have created a natural setting, which is in harmony with their outlook and philosophy, and consequently the pots produced have a high quality, expressive of a man at one with his environment.

Another such pair in the Wellington area—Janet and Wilf Wright has established the Reikorangi Pottery, in a valley a few miles from Waikanae. Here again much planting of trees and shrubs has given their house and pottery a pleasant, natural setting, far removed from smog and cities. Visitors and customers are welcomed as they are at the Smiseks, but the special feature, apart from the good quality pottery common to both, is the number and variety of animals they keep on their 13 acre farmlet. In addition to cats, dogs, and other pets, are fowls, geese and ducks running in the paddocks, in harmony with a donkey, a pony and the usual wild rabbits. The aviaries where they keep native birds, attract much attention from the many weekend clients who visit the Reikorangi Pottery.

Auckland

In Auckland, Whangarei, and as far north as Kerikeri a host of full-time potters have built kilns and are finding ready sales for all they can make. To name a few who work in an enriched natural environment there is Len Castle at Titirangi, Margaret Milne at Green Lane, Peter Stichbury at Manurewa, and Yvonne Rust at Whangarei. In Len Castle's work can be seen his great interest in organic forms, and the effect of natural textures on his pottery. His home and studio are set in a large area of native bush with young kauri and totara trees spreading on to the verandah.

Peter Stichbury has surrounded himself with trees, a patch of native bush at the back, and exotics in the front. Basically a maker of excellent domestic ware, he believes that the fundamental task of a potter is to produce well-designed lively pots for use.

One of the thousands throughout New Zealand who took up pottery as a hobby, Margaret Milne found that it could not stop at that, and while she is not dependent upon her income from pottery for a living,

A few samples of Miss Blumhardt's work.

she has a professional attitude. Her emphasis is on quality, but she experiments with new materials and is always searching for new ways of expressing them in her own workshop. Her visit to Japan, where she lived and worked with Japanese craftsmen, has strongly influenced her thinking and approach to pottery. Her pots are essentially utilitarian and her output shows a tremendous range of size, shape, texture and colour.

Craft shops in Auckland are numerous, the best known and longest established is the New Vision Art Centre in His Majesty's Arcade off Queen Street. The added attraction is the exhibition gallery upstairs from the shop, and the extremely high quality crafts that Mrs Hos stocks. The Essex Emporium in Dominion Road at Mt Eden is a most attractive craft shop where customers are offered refreshments while selecting the piece of their choice.

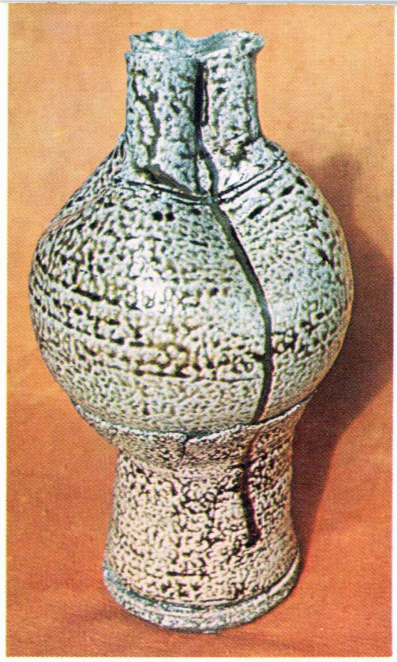
Nelson

The Nelson district has many competent potters, and has become one of the acknowledged pottery centres of New Zealand. The geology, climate, atmosphere of living closely to the land, and easy availability of excellent clays, has attracted potters to this area. Jack Laird established the Waimea Pottery in 1964, Christopher Vine gave up working as an architect in London and settled in Nelson in 1966. Since 1965 Carl Vendelbosch also migrated to the Nelson area, and Bob Wallace set up his pottery there in 1967. Chris Du Fresne and Nancy Barnicoat have both been working in the district for many years, and in 1962 one of England's most outstanding potters, Harry Davis came to New Zealand to set up his workshop in Nelson. The Davis's were fortunate in securing a most attractive property in Whakapuaka with slopes facing Tasman Bay, and a charming 100-year-old house to live in. The very high quality of the work, and his ability as a teacher at weekend courses gave a great boost to potters, and with this contribution standards of domestic ware rose considerably.

Besides the potters there are other craftsmen who have an influence on the quality of life in Nelson, and are giving a distinctive character to the region.

From Invercargill in the south to Kerikeri in the north a similar story could be told about the life and work of potters. For a country with scarcely 3,000,000 inhabitants more than 60 potters earning a good living from the sale of their pots, demonstrates that the working climate for craftsmen in this country is most favourable. Art galleries will tell you that pottery exhibitions are certain successes; in more and more homes pots are used every day; it is in fact difficult for potters to meet the demand.

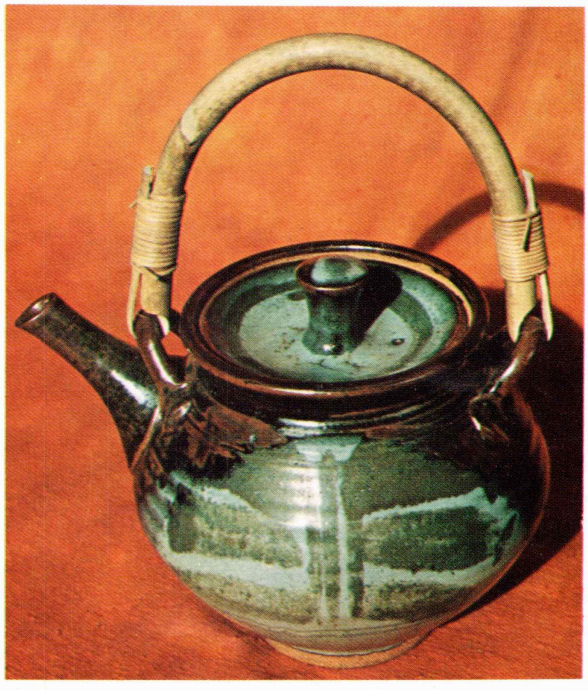
When the Ceramic Study Group of Australia toured New Zealand in 1972, visiting potters' studios, craft shops and galleries they expressed amazement at the thriving and popular state of our pottery industry. This art certainly has caught the New Zealand imagination and one is often asked why. In a pithy radio comment Peter Bland once suggested reasons: "Pottery is a social activity. It cuts across the boredom and isolation of New Zealand living. It offers —thank goodness!—a creative, communal sharing.... It's a small scale social revolution that's grown out of a sensible resentment against the human and aesthetic sterility of the quarter acre." It has been suggested by others that New Zealanders like working with their hands, and their motto is "Don't watch other people, do it yourself".



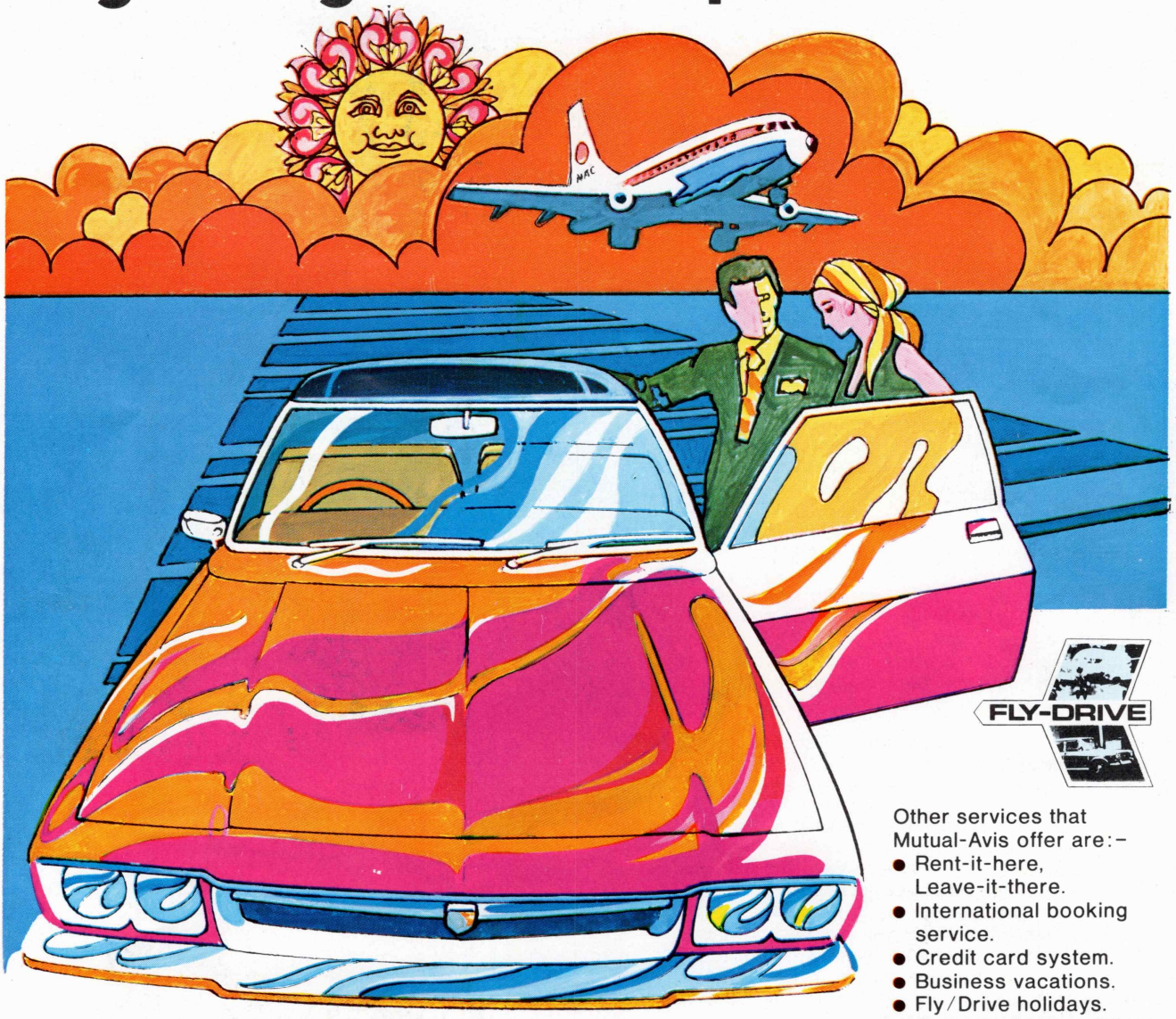
LEFT: A vase by Neil Grant of Auckland.

CENTRE: A teapot and mugs by Mirek Smisek.

BOTTOM: A teapot by Peter Stichbury of Auckland



One call to NAC or Mutual-Avis takes care of your fly-drive requirements



FLY-DRIVE

Other services that Mutual-Avis offer are:–

- Rent-it-here, Leave-it-there.
- International booking service.
- Credit card system.
- Business vacations.
- Fly/Drive holidays.
- One telephone call for all your bookings.

NAC and Mutual-Avis have combined resources to present a New Zealand wide Fly-Drive programme and as such, Mutual-Avis is the only rental car company officially recognised by NAC as being able to provide the standard of service required under such an agreement.

Improvements to the service include:–

More NAC non-stop flights and additional Boeing 737 flights.

Extra NAC early morning flights to leave more time for business in other centres.

Additional Mutual-Avis staff and extended hours at 17 airports – plus more cars permanently stationed at major airports.

Extended Mutual-Avis garage facilities and on-the-spot petrol and servicing at many airports.

NAC

More people by far – hire Mutual Avis RENTAL CARS

WE RENT CARS, TRUCKS AND VANS

6569

NAC acquired the shareholding in a unique freight airline which is now a wholly-owned subsidiary of the nation's principal passenger air carrier. Geoffrey Bentley tells its story in . . .

SAFE AIR . . . A PROFILE

Safe Air Limited, New Zealand's bulk freight airline for the past 22 years, has often been termed one of the most versatile aerial operators in the world.

This is perhaps not too strong a claim when the whole range of its air transport services is considered—daily carrying of general merchandise; regular mail and newspaper flights; airlifts of bloodstock and livestock; fresh fruit and vegetables; motor-vehicles; furniture; and even people—for Safe Air operates a regular passenger service between the mainland and the remote Chatham Islands.

Certainly it carries as high an annual tonnage of mixed freight as any other known operator, at least.

As many as 300,000 eggs have been flown from Oamaru to Wellington in a week. On one occasion an entire sheep farm of 406 animals was airlifted across Cook Strait to Wellington. In 22 years of freight carrying the company has made 228,334 flights in 158,141 flying hours, lifting more than 898,500 tons of freight over 19,831,598 miles.

It is fair to say that Safe Air has become a household word, not only in aviation and commercial circles but in the home. The letters S.A.F.E. originally stood for Straits Air Freight Express, as the airline was known prior to 1967. The change of name was made that year, to one more in keeping with the company's national character, but habit dies hard and to most people today Safe Air Limited is still simply SAFE.

Today, this enterprising airline is a subsidiary of NAC which late last year purchased the major shareholdings from the British parent company, Air Holdings Ltd. The company operates as a separate entity with its own management. Its board of directors includes the chairman of NAC, Mr A. F. Gilkison, C.B.E., and the corporation's chief executive and general manager, Mr D. A. Patterson, M.B.E.

The other directors are the chairman, Mr L. G. Hucks, O.B.E., Messrs D. A. Smith, Peter H. Scott and G. C. Phillips and Mr D. P. Lynskey, who is also general manager. Mr D. M. P. Hay, a Wellington chartered accountant, is the company secretary. The purchase of Safe Air by NAC has been widely applauded as it confers New Zealand ownershop on a hitherto overseas-owned airline and ensures for it a more certain future under the umbrella of a more comprehensive and soundly-based national entity. The merger should benefit users of freight services and bring about an expansion of business. For its part, Safe Air holds a valuable asset in the form of New Zealand-wide licences; it is a profitable concern with very healthy reserves and it has a reputation and record in the air transport field second to none.

Safe Air has a staff of 193 almost all of whom live in Blenheim where the airline and its families make a

significant contribution to the economy of the town and district.

Early Beginnings

It was from the air freight service across Cook Strait operated jointly by the New Zealand Railways and the RNZAF late in World War II that Safe Air owed its beginnings. This service, using DC3 aircraft, was introduced to improve the link between the rail systems of the North and South Islands. It was dubbed "rail-air".

In 1947 NAC was formed and it took over the rail-air service, operating it under charter to the New Zealand Railways. But as the service developed it became increasingly obvious that a more suitable aircraft than the DC3 would be required to meet the increase in traffic. When the Bristol Freighter appeared on the air transport scene the then general manager of Railways, Mr James Sawers, was so impressed with its potential usefulness that he sought and obtained the sanction of the Prime Minister, the Rt. Hon. Peter Fraser, to the possibilities of a mechanised loading system, based on the Bristol Freighter's configuration, being thoroughly investigated.

A Bristol Mk 21 was flown to New Zealand to demonstrate its capabilities and operating trials across Cook Strait were instituted.

In 1949 Mr T. M. O'Connell, who had a wide background of air movements in the RNZAF, proposed forming a private company to tender for the new service across Cook Strait. He was convinced of the Bristol's suitability for the role and he had some original ideas for a streamlined air cargo loading and carry system. He also had a bounding enthusiasm and optimism of the kind that quickly infect others. With the active help of the Railways Department a pre-loading method was evolved, based on the cargon—a wheeled metal pallet—which was expected to reduce handling costs and give a higher aircraft utilisation factor.

When tenders were invited for the new service a condition stipulated such a system. Mr O'Connell's company won the contract in association with Airwork Ltd, a British company which subsequently became British United Airways. The loading concept was then developed jointly by SAFE's parent company and the Bristol Aeroplane Company.

Straits Air Freight Express was formed in 1950 with Mr O'Connell as general manager and Captain R. B. Hamilton as operations manager, with Mr James Sawers, C.B.E., as chairman. Freight carrying began in mid-1951 with two Mark 31 Bristol Freighters. Blenheim's airport at Woodbourne was selected as a headquarters because of its proximity to the South Island railhead. The rail-air service got away to a good start and soon a wide range of goods was being carried.

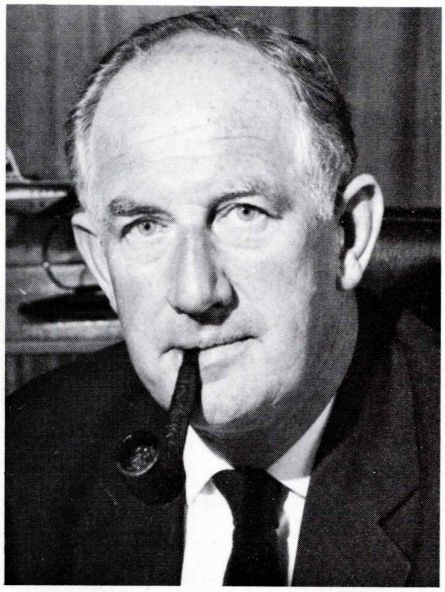
Both Mr O'Connell and Captain Hamilton lost their lives tragically in the crash of Bristol ZK-AYH over Harewood in November 1957. This accident, the only aircraft fatality in the company's 22 years of sustained flying conditions, was caused by a structural failure. It led to an investigation of fatigue factors in twin-spar mainplane structure which resulted in the Bristol Freighter acquiring a guaranteed fatigue-free life greater than any comparable aircraft type.

The passenger capsule slipping into the hold of a Bristol Freighter.

SAFE came under new management in 1958 with the appointment of Mr D. P. Lynskey as general manager. He brought to his new task an aviation background compounded of wartime flying-boat operations, a longish stint of flying instructional duties in England, and active reserve flying in the postwar RNZAF. Allied to this was commercial and industrial management experience acquired with the tobacco firm of Carreras Ltd, for whom he was New Zealand manager for 12 years and a director for much of that period.

A period of reorganisation followed. The airline expanded its operations and refined many of its systems. New aircraft were added to the fleet. A smart new airline uniform was introduced. The airline entered a new phase and prospered.

SAFE could be said to have reached its maturity in 1966. That year the company contracted with NAC to carry freight on behalf of the corporation, a move which enabled NAC to phase out of service its DC3



LEFT: Mr D. P. Lynskey, General Manager since 1958. RIGHT: The Chairman of Safe Air, Mr L. G. Hucks (right) with Mr T. V. Anson at a celebration marking Safe Air's twenty-first anniversary.

freighter aircraft. To meet its new commitments SAFE required more Bristol Freighters and Mr Lynskey embarked on a mission to find and acquire the aircraft. In this search he was most successful, Pakistan being a major supplier of low-life Bristol B.170s.

Late in 1967, with its freight-carrying component in a very healthy state, SAFE won a government contract for the operation of a regular passenger service to the Chatham Islands. On October 31 that year the company changed its name to Safe Air Limited.

Ingenuity

The loading system with which the company had commenced business in 1951 excited interest among overseas operators; the Douglas Aircraft Company was among those who wrote for more details. But innovation did not stop there. When the carriage of horses, cattle and sheep developed to the extent that a highly-specialised service was called for Safe Air designed lightweight tubular steel pens which could be quickly assembled in the cargo hold. Horse boxes and cattle crates were also constructed, along with containers for lambs and detailed attention was given to the physical and psychological aspects of stock carrying.

Today the company carries more than 40,000 head of stock annually. These figures reflect the growing confidence of breeders, farmers and stock and station agents in the airfreighting of bloodstock and livestock within this country.

But it was the introduction of the Chatham Islands contract that Safe Air met one of its biggest challenges for inventiveness. It was necessary to determine, and quickly, how a freight airline could best carry passengers in an aircraft which, though ideally suited to its freight role, lacked the trimmings normally associated with passenger operations. The company overcame the problem by designing a "capsule" which could be winched into a Freighter's hold and, in a matter of minutes, convert the bare interior into a comfortable, carpeted and air-conditioned 20-seat passenger compartment with such amenities as individual reading lights, p.a. system, piped music and refreshment galley.

The Chathams passenger service has proved even more successful than was anticipated. Introduced with projections of about 1,700 passengers a year the service was carrying 3,700 by 1969. With the passing of the cray-fishing boom, the number has since stabilised at around 3,200 a year.

It has been said of Safe Air that the company has an individuality of its own. Of this, the visitor is at once aware but it is a quality difficult to define. There is evident an easy relationship born of long and close associations, but there is strong leadership too at the important executive levels and this is reflected in the standards set, both in the air and on the ground, and in the 15 years of accident-free flying, the quick turnrounds, the unvarying attention to detail.

Many of Safe Air's staff members have been with the company for 21 years, including the flight operations manager, Captain C. G. Fantham, the administration manager, Mr P. D. Leahy, the chief engineer, Mr J. Kundycki, the chief pilot, Captain K. A. Beattie, D.F.C., and Mr A. J. E. Baker, i/c instruments section. All three chairmen—Mr Sawers, Mr B. R. Law, who succeeded him, and Mr Hucks, who guided the recent merger negotiations for the company, have with the general manager praised frequently the calibre of the airline's staff and attributed to their care for the company's future and their pride in their work the standards that have been maintained in the overall Safe Air operation.

As a pointer to the technical expertise of the company's engineering staff, the Royal New Zealand Air Force entrusts to Safe Air depot level maintenance of military Bristol Freighters and Devon training and communications aircraft.

Of his own Bristols, Mr Lynskey says they are capable of operating into the early 80s. But a replacement aircraft must be considered some years in advance of its introduction and attention is now being given to this important issue.

Visitors to New Zealand and Kiwis exploring their own land are enthralled by the immense attraction of the country's indigenous trees, shrubs, flowers and grasses. C. J. E. Bell of the Botany Department of Victoria University of Wellington tells of . . .

New Zealand's varied natural carpet of cover

The diversity of climates and geography in New Zealand provides an immense range of conditions for plant growth. This is reflected in the differing plant forms and communities in the native flora. Characteristic groups of species are found in each area, varying with the environment.

Much of New Zealand has a humid temperature climate, without extremes in temperature. Compared with monsoonal or mir-continental areas the seasons are not strongly developed, and in most provinces the rainfall is adequate or high throughout the year.

Because of the favourable climate, more than two-thirds of the country was forested at the time of European discovery. Areas not forested were the mountain tops, which grew snowgrasses and alpine herbs, and the dry eastern South Island, which grew shrubs and tussock grasses.

There are three distinct kinds of forest, all of which are evergreen, and dominated by indigenous species. Although more than 80 percent of New Zealand plants are indigenous, most have cousins in other South Pacific countries. These produce a distinctive vegetation unlike any in the Northern Hemisphere.

Kauri Forest

This is a sub-tropical community, restricted to the northern North Island. Many species grow together, with the broadleaf trees and shrubs dominated by the huge conifer *Agathis Australis,* or Kauri. Where Kauris grow close together they form a dense upper canopy, sometimes more than 150 feet above the ground. Where the giants grow more scattered the individual crowns stand above the other trees, and are called "emergents". Kauri grows only in New Zealand, but has relatives in South America, and from the Philippines to Australia.

Kauri was recognised by the Maoris, and very early by European explorers, as a valuable timber tree. Intensive milling reduced the extent of these forests to the remaining protected areas.

The trunks grow to more than 20 feet thick, with no branches for up to 90 feet, and the honey-coloured timber is prized for every kind of work.

The finest stands of Kauri are seen at Waipoua State Forest, where they are protected against further milling.

Podocarp—Broadleaf, or Rain Forest

This is a warm-temperate forest, named for the two main kinds of trees comprising it. This was the most extensive of the native forests, and covered most of the lowland and lower mountain areas.

Podocarps belong to a family within the conifer group, and broadleaf species belong to the flowering-plant group. Podocarps are usually tall, and like Kauri form a top canopy or stand as emergent individuals, well above the highest broadleaf trees. The best known species are Rimu, Totara and Kahikitea, all of which continue to be milled. These conifers differ from tropical pines in having a fleshy berry-like fruit instead of a seed cone. The pollen is borne in tiny but recognisable male cones.

Growth in the rain forest is very luxuriant. A series of canopies of different foliage extend from the Podocarps to the ground. The upper broadleaf canopy is at about 60 feet, another at about 30 feet, and below that grow a profusion of shrubs, lianes, ferns and herbs. Except where cleared by browsing animals, human progress through the undergrowth is difficult and slow.

The main difference between Kauri and Podocarp-broadleaf forests is in which species are the dominants or emergents. The composition and appearance of the understories and ground plants is often similar.

New Zealand trees have a short flowering season, which for most is in spring.

Flowers are often fragrant, and the most colourful are the scarlet blossom of the Rata *(Metrosideros),* which are seen in most forests, and the white flowers of the Lacebarks *(Hoheria)* of the far north and cooler parts of the south. Growing at forest margins and beside streams are the Golden Kowhai *(Sophora)* and the white and greenish Clematis vines.

The forests are very rich in species of ferns and mosses, especially in higher-rainfall areas. Some ferns and members of the lily family grow on the trunks of older trees and form huge "birds nests" in the angles of branches. Some tropical families are represented, notably the Nikau palm *(Rhopalostylis),* a climbing passion-fruit (Tetrapathaea) and a close relative of the breadfruit *(Freycinetia),* or Kie Kie. In warmer areas the mahogany grows *(Dysoxylum),* and sends out white flowers from its trunk.

There are more than 70 native orchid species, some highly fragrant. Many grow in the rain forests, on the ground and on the branches of trees. Some are but tiny replicas of the flamboyant tropical orchids, and only seen by the keenest observers.

Some coastal and lakeshore areas of the northern North Island are made crimson in summer by flowering Pohutukawa trees *(Metrosideros Excelsa,* a cousin of the Ratas). This hardwood species is popular as a decorative tree, and is planted in most warmer parts of the country. As with Ratas, the petals are tiny, and nectar-eating birds are attracted to the flowers by abundant long, coloured stamens.

Beech Forest

There are five native species of *Nothofagus,* or Southern beech. These are predominantly cool-temperate plants growing in mountain areas, above the level of Podocarp-broadleaf forests. Extensive beech forests are found at low levels only in the southwestern South Island.

A beech forest, Clinton Valley, Fiordland.

Beech forests are more open than those of Kauri or Podocarps. Undergrowth is usually sparse, and comprised of a smaller number of species. The top canopy is usually the only canopy, and there are few lanes or epiphytes. It is thought there are so few accessory species because of the acid leached soils produced by beech trees.

In favourable conditions the trees may exceed 90 feet in height, but they are much shorter in mountain areas. At their upper altitude limits, "Silver Beech" and "Mountain Beech" may form broad cushions, only knee-high at maturity. In places where rainfall is exceptionally heavy, such as in the valleys of Fiordland, it is usual for the trees to be festooned with beard-like mosses and lichens, and for thick moss to

TOP: The timberline of beech forest and sub-alpine shrubs . . . Mt Arthur, Nelson.

BOTTOM: Mistletoe . . . a parasite on beech.

carpet the ground. The appearance of these forests is quite unlike that of the jungle-like Podocarp forests, and is perhaps more beautiful.

The beech flowers are wind-pollenated, and have no devices for visual attraction of birds or bees. The minute, reddish coloured flowers appear in such profusion some years that the forests are coloured bronze. Other years there are few flowers, and this is thought to be related to variations in climate.

The brilliant scarlet blossom of mistletoe *(Elytranthe)* is the most striking flower seen in beech forest. The mistletoe is a fairly common parasite on beech, and flowers in summer.

Dry Areas

Parts of the eastern South Island are too dry to support forest growth, and these areas have natural grassland and shrubland. There is no true desert, however, no place having less than about 13 inches average rainfall.

New Zealand has no equivalent of the cacti, or aloes, and it is thought dry areas have not existed for sufficient time for evolution to produce such plants.

All species growing in these open areas are found, or have close relatives found, in higher rainfall areas. They do not constitute a distinctive desert flora.

Most shrubland is dominated by Manuka, or Kanuka *(Leptospermum),* both of which occur widely in New Zealand. These are related to the *Eucalypts,* and like *Eucalypts* have aromatic oils in the leaves, and give fragrance when crushed. The thorny "Wild Irishman", Toumatou *(Discaria),* is well adapted for drought, but has close relatives in Australia and South America, and may not have evolved in its present form in New Zealand.

The grassland species are of two main growth-forms, sword-forming and tussock grasses. Tussock grasses predominate in most open areas, and are closely related to the alpine snowgrasses.

Parts of Otago and Canterbury had been forested, but were burned by the "Moa-Hunter" people 800-900 years ago. A change to a drier climate at about that time prevented forest re-establishment, and these areas converted to grassland. Scattered patches of forest remain, containing very old trees which are survivors of both fire and climatic change.

Mountain Plants

Some of the most beautiful native flowers are seen in the mountain areas, above the limits of the true forest species. The sub-alpine shrubland is composed of various small Podocarps, shrub daisies, and others with no well-known counterpart overseas. There is great variety in growth form, and foliage colour and texture. Many shrubs are popular as garden plants, especially Koromikos *(Hebe).*

Flowering is usually intense, and many species, especially the shrub daisies at flowering are smothered in blossom. In late summer various shrubs produce berries and drupes in immense numbers and all colours.

Between the shrub zone and the permanent snowfields vegetation is mostly dominated by snowgrasses *(Chionochloa).* These large grasses form a loose canopy beneath which many alpine herbs establish. In late spring and summer herbs in the grasslands, boglands and rocky areas produce abundant flowers in white, yellow, or both. Other colours are unusual in alpine flowers. Some mountain daisies *(Celinisia)* and butter cups *(Ranunculus)* produce flowers up to three inches across. The minor herbs are often gems in their own right and justify time prospecting the herbfields to look for them.

One remarkable feature of mountain vegetation is the high proportion of species having a restricted distribution. Some are confined to one range, or even a part of one range. There are for example nearly 100 species endemic to the Nelson area, and most of these are mountain plants. There is another centre of endemism in Fiordland.

The broken or restricted distributions of many native plants is thought to be an after-effect of recent glaciations, which had pushed most species to lower altitudes or toward the north. Some plants have regained territory much faster than others since the glaciers retreated.

The native flora is by no means wholly accounted for, and an astute observer stands a chance yet to find his own previously unrecorded species.

The LuxuryJet is here!

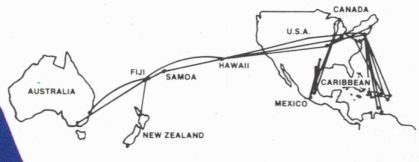
Spacious...comfortable. Very American.

American Airlines 707B LuxuryJets set new standards of comfort for this type of aircraft. They are big enough to give you a feeling of spaciousness and yet compact enough to enable us to give you all the personal attention you could wish for.
Our new LuxuryJets have special overhead lockers to get your cabin baggage out from under your feet. Leave you lots of room to stretch out in.
A fold-down centre seat in economy class gives you extra width when the seat is unoccupied.

And provides a useful side table into the bargain.
Elegant concealed lighting and sculptured ceiling panels complete the illusion . . . beautifully.
Along with this new feeling of spaciousness there's a very real sense of opulence.
With rich, new fabrics and tapestries. Sumptuous, deep-pile carpets. And superbly accommodating seats.
One way and another, American Airlines go all the way to see that you go all the way . . . in comfort.
Whether to Fiji, Samoa, Hawaii or clear across the States.

American Airlines

The spacious way...to the U.S.A.



You deserve the best. The Big 10.

AIR NEW ZEALAND in 1973 changes the face of Pacific travel with a brand new wide bodied DC-10 that captures all the magnificence and spacious spirit of the Pacific itself. And all its warmth and friendliness. Three separate passenger areas. Ceilings that are 8ft. high. More passenger windows. A multi-channel stereo system. In-flight movies.* Exclusively designed, unbelievably individual seats. Wide double aisles. Decor specially for AIR NEW ZEALAND – right down to the warm red-brown crockery, reflecting the Polynesian spirit and the home of AIR NEW ZEALAND. Inside and out the DC-10 carries the colours of the Pacific. And the good life all the way. See your travel agent for full details.

air new zealand
has a good deal going for you

Official International Airline to the Xth British Commonwealth Games 1974

*By international agreement there is a small charge for in-flight entertainment. Wide screen movies on long flights only.

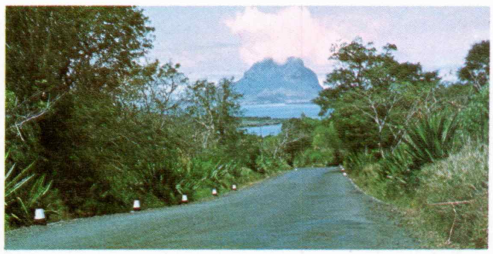
NAC WORLD TRAVEL DESTINATION

The enchanted Island

by Arthur Feslier

Nothing had prepared me for the magnificent beauty of the place. I had previously stopped at Mauritius airport and also flown across the island; but when I decided to stay for a few days, had settled down to absorb its warmth and—quite literally—its sweet fragrance, I realised that, like Abel Tasman 330 years before me, I had made a very wise judgement indeed.

Mauritius is spectacular. As on many islands in these latitudes the interior ranges rise jaggedly against the tropic skies; but the Mauritian landscape has peaks which appear to defy the very law of gravity itself; massive boulders balance on pinpoint mountain tops and, seemingly, are an instant menace to people below. But they have rested there for centuries and like other strange phenomena are unique to Mauritius.



For example, inland from the resort area of Le Morne and hidden away on a remote hillside is a most fascinating region of what is known locally as "Coloured Earths". Four or five acres of bare, undulating, smooth-topped mounds lie amid the lush surrounding natural bush. Nothing grows on these hillocks which are composed of a series of patterned and pastel-shaded earths ranging from reds and purples to soft greens and browns. I counted 15 differing tones. No one, no reference book, could tell me the origin of this odd but appealing geological curiosity.

The heavy bush encircling the Earths reminded me that Mauritius is an example to conservationists—and not, regretfully, to its credit. Once the island was shrouded in giant trees of ebony and other woods. The advance of commerce, the demand for sugar and the entry of the remote island into the shipping lanes of the world, denuded almost all its indigenous forests. Likewise, its settlers conscientiously killed off all but nine of its unique endemic specimens of birds, among them the fabled dodo which, in fact, is no more dead than the other 12 species which man has eradicated.

But, as though in retribution for what he has done in the past the Mauritian has created some appealing public parks and gardens; one at Pamplemousses boasts a selection of talipot palms which, it is said, flower only once in 60 years and then die. Happily none was in flower when I was there.

Comparisons

Comparisons with the large island of Fiji are inevitable. But Mauritius is smaller, some 720 square miles compared with the 4,053 of Viti Levu. Both are more or less circular and both rely heavily on sugar. Much commerce is in the expert hands of Indians, but Mauritius is not duty free. Its roads are outstandingly better and, to my mind, it is scenically superior.

It has, however, no indigenous race of its own and the present population of some 800,000 is a bewildering conglomerate of Indians, Chinese, Africans, and Europeans for whom — according to the authorities — English is the "official" language. And Queen Victoria stands stolidly unamused before Government House. But the Kiwi will be hard put to it to find local people who speak English by choice. The common and predominating tongue is a type of Creole French, while the Indians cling to Hindi and Urdu. The currency is the rupee.

Because every inhabitant is very dark a fair, grey-haired visitor is conscious of his conspicuousness in the crowded, bustling streets of Port Louis, the capital.

As a nod to the Commonwealth (of which it is part) Mauritius radio has two English news session each day, one local at 8 a.m. (and somewhat difficult to follow) and one at 10 p.m. from the BBC. This is the 6 a.m. broadcast we hear in New Zealand.

The beaches are long, sweeping sickles of glittering coral sand; the waters are warmly enervating and protected from undersea predators by the reef. The climate is forever balmy, but subjected infrequently to the onslaughts of hurricanes and the foreshore is supplied with stout, thick-walled concrete "Hurricane Shelters" in which the people seek safety.

Cheshire Home

There are other forms of shelter as well, one of which I came on quite by chance. At Church on Sunday the

choir sang with great reverence and skill; the voices of the men predominated and enhanced the quite remarkably deep-throated tones of a tiny organ. As the service finished I sought out the choir and discovered that all the men were crippled. Some lay abed on stretchers which had been carried into the church; others were in wheelchairs; two steadied themselves on crutches. All were dark, some almost black. And all were delighted that a stranger from afar should pause to compliment them on the beauty of their voices. Their shelter, I learned, was a nearby Cheshire Home established by that most enterprising married couple Sue Ryder and Leonard Cheshire. I visited it later and found that 27 men, physically crippled but mentally alert live there at the edge of the sea, working for themselves by doing needlework, carving, weaving, sketching greeting cards and selling the produce of a small chicken farm. At the entrance is "The Cheshire Boutique" (sensibly open on Sunday) served by a chairborne cripple with the most splendid dark eyes and the widest smile. His English is persuasive, his charm irresistible. But the things I bought gave value, and the money for them aided a cause.

Gambling

However, value for cash is not always apparent from another Mauritian enterprise which caught my attention and lightened my pocket book. There are two casinos on the island served by the most gentle of lady croupiers. In the late hours of the night their quiet, accented voices blend with the exotic atmosphere under the soft lights and their deprecatingly sorrowful smiles as they gathered in my money made it seem worthwhile. Almost. Slot-machines too are strategically located and, compared to those I have battled with in Australia, Las Vegas and Reno, give a hearty return on investments. Indeed, a wan and lean acquaintance who was on the point of leaving the island after a two-week honeymoon (which, as he ironically proclaimed, he had spent entirely in bed with enteritis) decided to slip his last rupee into a one-armed bandit while his wife paid the bill at the hotel desk. To the delight of all —especially those of us who knew of his debilitating holiday—he obtained a clattering return of 200 to one. Everyone applauded.

His intestinal complaint was not, he believed, induced in Mauritius for the island is healthy, the water palatable and drunk without fear; hotel food is well cooked and presented, but it is not as varied or extensive as in Fiji. In fact, Mauritian hotels are of the standard one found in Fiji some 15 years ago: clean, comfortable, hospitable and without frills, except for the welcome and extensive wine lists, including a tangy local white made, I discovered, from pineapples and bananas. But new quality hotels are being erected quickly; they will compare with the best resorts anywhere.

Dine and Dance

Because Mauritius is a crossroads — served by 10 overseas airlines — its range of food and visitors is international. In a quiet Chinese restaurant I encountered the finest, pungent, eye-watering, throat-searing Indian curry I've enjoyed since I travelled P & O. The place was being transformed as I ate, tables rearranged, banks of scarlet flowers piled high against the walls. "A party tonight?" I asked. "Not really; Miss Brigitt Bardot is coming to dinner. You can return to see her?" Sadly, I had to leave because another appointment was taking me to view a party of sega dancers. The sega, as I noted at the time, is a "sort of shuffling, leg-dragging hula for the girls and an accompanying and ardent mixture of African-Spanish-

Mexican-South American vivaciousness for the men." It is colourful, energetic and very noisy, much of it with an impetuous vitality. It would appeal to New Zealand's youth, because the exuberance of the young is international when it comes to today's dancing rhythms.

The Persuasive Rogues

Also, like people everywhere, Mauritians are willing to catch the trade from passing travellers. My car was stopped on a remote seaside road by a harrassed, arm-waving young man obviously, I believed, in some distress. Not so; for, after a prolonged and ponderous conversation in a variety of incomprehensible languages I learned he was attempting to sell me a collection of sea-shells. And in Port Louis a young Asian, in carefully dilapidated garb, presented me with a hand-written card: "I am a stranded sailor from Taiwan. Speak no English. I need two rupees to get to my ship. Please help." The card was well-thumbed and by no means new. All day, as I was about my work in the Port or simply walked the streets, he kept looming up attaching himself to other potential and, possibly, more generous contacts. Eventually I said, "You don't look Chinese to me." "Well," he enunciated carefully, "it's a living . . . ."

Worship

The island is filled with places of worship. Christian wayside shrines, stand adjacent to mosques and temples; all are crowded at times of the various services. In the centre of Port Louis I visited the Muslim mosque. It is a heavily ornate place of peace in the centre of a turbulent marketing area with a great tree protruding through its roof. My guide was a gentle, informative man who distinguished himself in two ways. He is the only person I know who has a wristwatch with two separate dials side by side. He needs this curious timepiece he says so he can arrange the precise moments when the muezzin is to call the faithful to prayer. One dial is set to Mauritian time, the other to what he described as "BBC time." "You mean GMT?" I asked. "No," he insisted, "BBC time. Their pips are always right." The other surprising attribute which made him so memorable was his graceful refusal of a donation. "Visitors are welcome," he explained with simplicity.

His disarming attitude was, it seemed to me, typical of the Mauritian people and their enchanting island. Port Louis, Curepipe and the other smaller towns are odd bits of Asia, Europe and Africa transplanted on to a tropic isle. The people are integrated, placid and friendly. Most of the time the climate is superb, despite occasional heavy downpours, and the costs are relatively low. It is an ideal stopping place on the long air route to Africa and beyond. And I want to return.

This article originally appeared in the 'Dominion', Wellington's morning daily and is reproduced by permission of the editor.

Every Christmas Farmers' decorate their main store in Hobson Street, Auckland, New Zealand. The largest Santa in the Southern Hemisphere is the centrepiece of this display. (Below). Farmers' selection of furniture is famous throughout New Zealand for its quality and outstanding design.

Farmers' make it their business to serve all of New Zealand!

North, South, East or West, you'll find there's a Farmers' store almost everywhere in New Zealand. Farmers' have 67 exciting department stores in all, and that includes 8 South Island stores trading under the separate name of Calder Mackay. New Zealand's biggest department store is Farmers' in Auckland with six floors of the most exciting merchandise in the country, in fact there's everything from family clothing to furniture or boats. Farmers' are way ahead — ask any New Zealand shopper! Big in selection, big in value, big in service. Farmers' are well worth a visit anytime you're near.

Farmers', Hobson Street, Auckland, New Zealand, phone 78-977 and department stores throughout the country.

FARMERS' TRADING COMPANY LIMITED

Your friendly family store

THC Bargain Breaks!

10 great special-price offers for that mid-year holiday

1 2 WAITANGI GO PLAN AND ACTION HOLIDAY *Go Plan:* $17.50 credited to your account for in-hotel spending when you check in for your holiday. Good for meals, drinks, entertaining friends, etc. *You decide.*
Action Plan: A one-price package that includes accommodation, main meals and a daily programme of launch trips, line fishing, sightseeing and sport. *It's all arranged — all you have to do is* enjoy it!

3 WAITOMO BONUS HOLIDAY Only $35 for three nights' accommodation plus all main meals plus complimentary tickets to the famous Caves. This charming, leisurely hotel is surrounded by fascinating historic, scenic, wildlife and sporting highlights to be enjoyed *at your own pace!*

4 CHATEAU SKI SPECIAL Big concessions when the mountain's at its most exciting. Halved room rates after the first night between certain dates *(weekends included).* Daily concession on Ski lessons, equipment hire. *This is definitely too good to miss!*

5 6 GOLF SEMINARS AT WAITANGI AND WANAKA *Waitangi:* Six seminars between May and October. A wonderful chance to improve your game under the skilled tuition of professional Aubrey Dyke. Each seminar runs Sunday evening to Friday.
Wanaka: South Island seminars in May, August and September under Balmacewan professional John Howorth. Extremely moderate all-in cost for complete week-long golf holiday.

7 HERMITAGE SWINGING WEEKEND The great Friday-night-to-Sunday house party at Mount Cook. Disco Dance, cabaret. Special package price *and mileage money rebate.*

8 HAAST PASS HOLIDAY Four-day mid-year package deal at Franz Josef and Wanaka Hotels. Stay at either or both. Glacier excursion. Great sightseeing. Good winter climate.

9 FIORDLAND HOLIDAY Four-night stay at special rates at either Te Anau or Milford Hotels, or both. Majestic scenery, rewarding day trips.

10 SOUTH ISLAND TOURPLAN Room rate discount where stays at THC hotels are on consecutive nights. (Applies to five THC Resort Hotels.)

Each of these offers is available only at the specified times and hotels. Don't miss out. Get the brochure(s) that interest you, today.

See your Travel Agent or mail this coupon.

Miss Anna McArthur,
Marketing Services,
Tourist Hotel Corporation
of New Zealand,
P.O. Box 2207, Auckland.

I am interested in Bargain Break No. (tick as appropriate).

1.☐ 2.☐ 3.☐ 4.☐ 5.☐

6.☐ 7.☐ 8.☐ 9.☐ 10.☐

NAME .....

ADDRESS .....

.....

NZWW